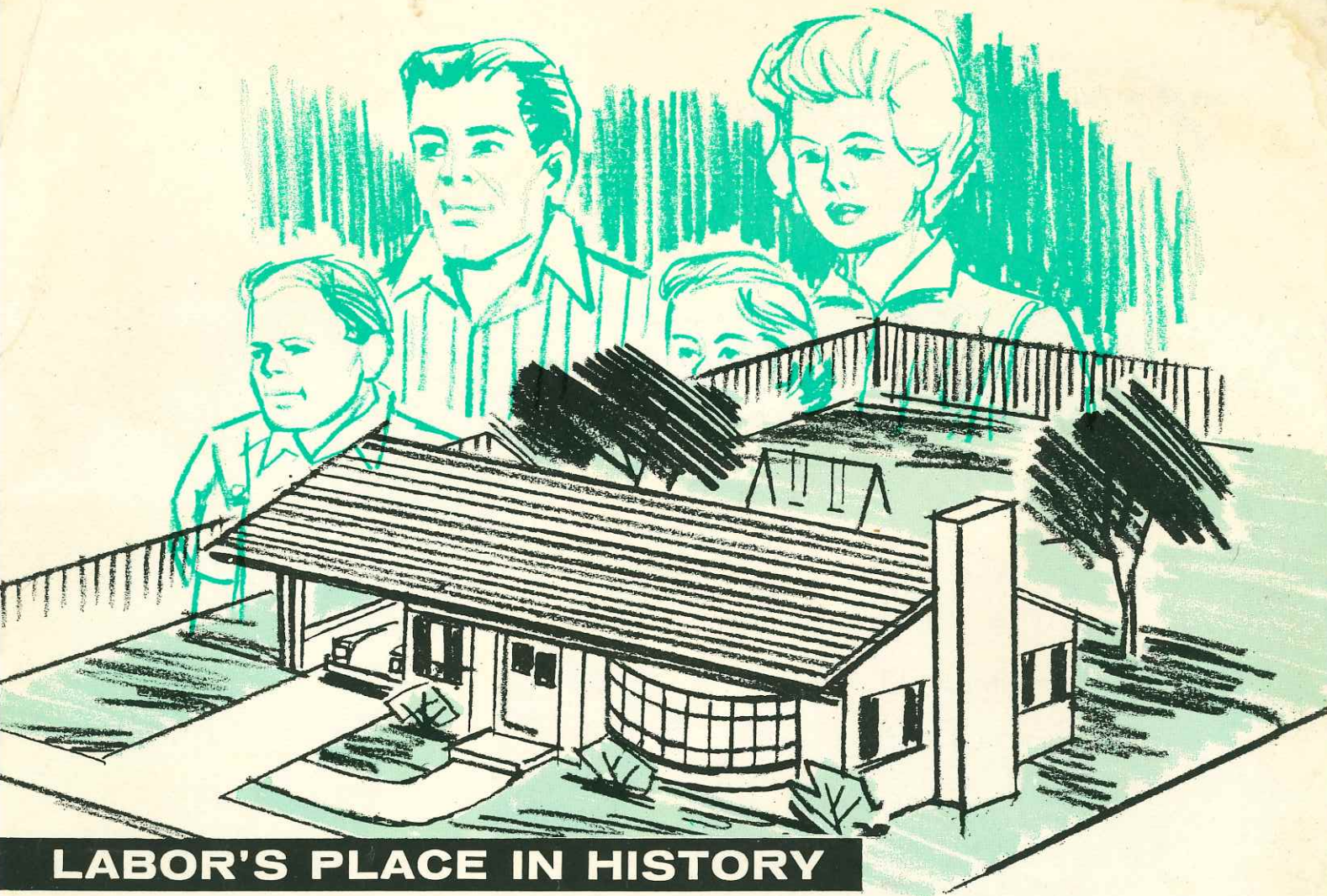


THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

JULY, 1966



19th IBT Convention Begins July 4th . . . see page 4



LABOR'S PLACE IN HISTORY

WHEN the Federal Reserve Board about 18 months ago raised its discount rate on money it loans to private banks—which in turn lend to individual borrowers—Rep. Wright Patman (D-Tex.), chairman of the House Banking and Currency Committee, accused the “Fed” of selling our economy down the river.

His prediction, as published in the January, 1965, edition of *The International Teamster*, was: “Interest rates, and therefore prices, will go up on everything. Mortgages on homes, farms, consumer goods, and automobiles will cost more because of the higher interest rates . . .”

A lot of Patman's foes scoffed at his crystal-balling. Yet food prices increased some 7 per cent in the past year to become the most emphatic down-to-earth proof of Patman's prophecy.

Now comes word from the Federal Home Loan Bank Board that interest rates on conventional home loans took their sharpest jump during April “since the money market began to tighten last year.”

The Board said the average mortgage loan for a new, single-family home jumped to 5.99 per cent during April, compared with 5.90 per cent during March. The rate in April a year ago was 5.74 per cent.

On conventional loans for purchase of existing homes, the average interest rate went up to 6.09 per cent last April compared with 6.01 per cent the previous month, and 5.89 per cent in April of 1965.

Interest rates on loans insured by the Federal Housing Administration or guaranteed by the Veterans Administration recently were adjusted upward to 5.75 per cent. Both the FHA and VA said it was necessary to do this because prospective home owners eligible to take advantage of the federal programs were finding it more difficult every day to ferret out a lender who would make them anything other than a high-priced conventional loan.

These increases in home loan interest rates seem to bear out a prediction made recently by the National League of Insured Savings Assns.—on a basis of a survey it made—that mortgage interest rates on new homes can be expected to hit 6.5 to 8.0 per cent by the end of 1966. Whatever the average, 6.5 per cent is expected to be commonplace by next January.

Bankers who answered the questionnaire distributed by the National League of Insured Savings Assns., cited the tight money market throughout the country as the major cause of the higher interest rate structure. The tight money market, of course, is a direct result of the “Fed” action in hiking discount rates 18 months ago.

This economic turn of events is a shocker for wage earners—especially young parents new to their niche in the work force—who must have a place to live and want something better than a musty apartment, dingy rowhouse, or a cardboard shack on a 50-foot lot in some housing development.

It should be possible for every breadwinner in the land to be able to afford enough bedrooms for his children, plenty of grass for them to play on, and a tree or two for shade.

This, it would seem, should be the least a Great Society could afford for one of its citizens.

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THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume No. 63, No. 7

July, 1966

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**Medicare Rules Provide
Elderly with Protection
Against Medical Bilking**



The International Teamster has an average monthly circulation of 1,506,608 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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From
The



FIELD

Midwest Teamster Dies After Illness

Dominic J. Simeri, business agent for Teamster Local 364 in South Bend, Ind., and chairman of the Dairy Division of the Indiana Conference of Teamsters, died recently after a short illness.

Simeri had been employed by Local 364 since 1953 and was serving on the executive board as recording secretary at the time of his death.

Formerly he had been affiliated with Teamster Local 298 in Michigan City, Ind.

Modesto Local Plans New Union Headquarters

Teamster Local 386 of Modesto, Calif., has had plans drawn up for a structure to serve as a new local union headquarters, according to Wendel Kiser, secretary-treasurer.

The building will be three stories with about 50,000 square feet in space, including a meeting hall to accommodate 250 persons with kitchen facilities adjoining.

Kiser said the total investment may run as high as a quarter of a million dollars. Plans include air-conditioning.

Teamster Son Saves Boy In Mishap on Lake

Gary Dees, 15-year old son of Avery Dees, a member of Teamster Local 574 at Cape Girardeau, Mo., was credited recently with saving the life of a youth in danger of drowning.

Young Gary swam out to deep water where two boys appeared to be in trouble. He rescued the one boy but the other youngster drowned.

Mickey Finn of 810 Dies After Long Illness

Milton (Mickey) Finn, director of organization for Teamster Local 810 in New York City, died recently after a lengthy illness.

Finn's adult life was spent in the labor movement and he was widely known in the Eastern Conference of Teamsters.

In a statement on his passing, Milton Silverman, president of Local 810, said:

"His association with our local union has been a

great service to our members and our staff. His dedication to his work, his sensitivity to the problems of the members and the union, and his sense of fair play and his modest humility endeared him to all who knew him and worked with him.

"Mickey Finn's entire life was devoted to the betterment of the social and economic well-being of his fellow men. No man ever served with greater dedication."

Maryland Teamsters Chalk Up Safe Miles

Two members of Teamster Local 453 in Cumberland, Md., have established lengthy records of accident-free driving.

Cletis R. Elliott has one of the most outstanding records in the motor freight industry. He has driven more than two million miles without a chargeable accident in the past 37 years.

Howard E. Elliott has driven some 1,275,000 accident-free miles in the past 17 years.

Both drivers are employed by Celanese Central Trucking.

Oregon Governor Names Teamster for Committee

Clifford C. Evanson, secretary-treasurer of Teamster Local 809 in Portland, Ore., recently was appointed by Oregon Gov. Mark Hatfield to serve as one of four labor representatives on the State Manpower Development and Training Advisory Committee.

The committee is charged with creating a program for Oregon to retrain workers for better paying jobs, and works with the Federal Manpower Development and Training Administration.

Teamster Local 807 Gives Scholarships

Teamster Local 807's scholarship committee has picked two winners from 62 applicants for the New York City union's scholarship awards.

Harry J. Thompson, Local 807 secretary-treasurer, said the grants will go to Philip J. Pellegrino, Jr., son of Philip J. Pellegrino, Sr., and Marie E. LaRocca, daughter of Carmen J. LaRocca.

The scholarships are always awarded to children of Local 807 members.

Message of the General President



Delegates and Rank-and-File

AS THIS issue of *The International Teamster* magazine reaches the mail boxes of the membership, the International Union will be conducting its 19th convention in Miami Beach, Florida.

The business of that convention will include the important task of amending the International Union constitution to put it in compliance with court rulings and interpretations of government agencies in the field of labor-management relations.

Too, amendments will be presented to strengthen the bargaining position of the smallest local union. This will be in the area of promoting national and industry-wide agreements with the giants of industry for whom our members work.

All of the work of the convention will be conducted with one thing in mind—to arrange the affairs of the International Union so it can best serve the needs of local unions, joint councils, and state and area wide conferences and national trade divisions.

These are the things which delegates can do to put the International Union in the best position to work for that rank-and-file. These things will be done in the interest of self-help, not waiting for Congress to pass a law, or for a court or government agency to pass a law or make an interpretation which would make the task easier.

At the convention the vehicle for the next five years will be constructed. All that will be lacking then will be the day to day energy to make the vehicle move according to its capabilities.

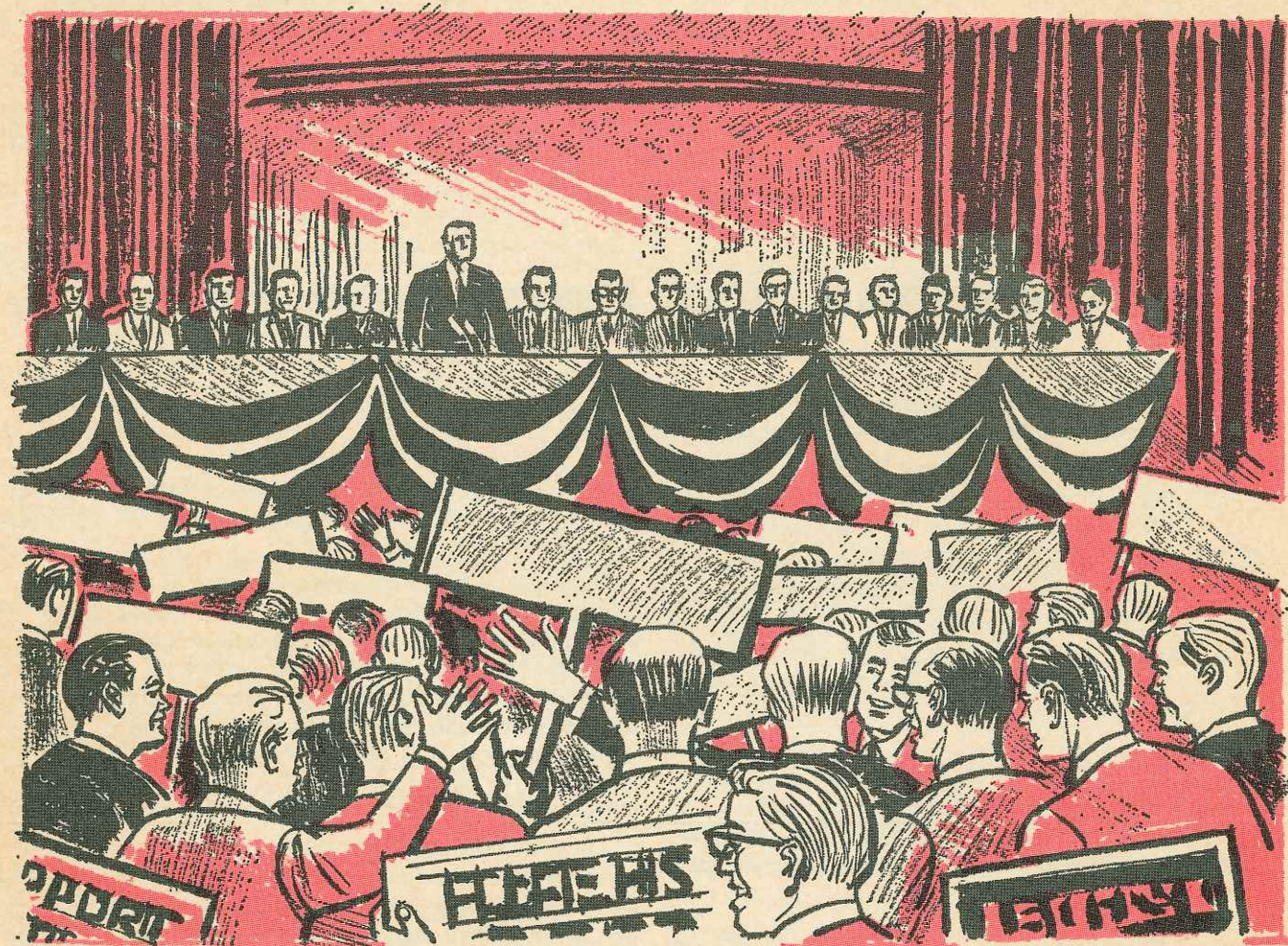
And that energy must come from the rank-and-file itself. Day-by-day attention to current contracts is a must. Negotiated for the common good of all members in the unit, contracts can be weakened by individuals who take the attitude that it is not for them.

Vigorous attention to union business is another energizer which will make the vehicle perform properly. Large attendance at union meetings where the business is performed is another must. Perhaps there are more exciting functions one can attend, but once a month important business is being conducted in your union hall, so important that all other activities hinge on how well that business is conducted.

Then, there is the ever-increasing importance of self-help in the field of political action. In many of our states primary elections are behind us. In some they are yet to come. In November, a general election will be upon us. Here, too, we can mobilize our voting strength and elect our friends to office to insure that collective bargaining gains will not be wiped out by an anti-labor piece of legislation.

I have every confidence that the delegates to our convention will construct the necessary vehicle, and 35 years' experience of working with the rank-and-file assures me that once the convention work is done, the members in the field will supply the energy needed to accomplish our goals.

James R. Hoffa



19th Convention

Delegates Meet in Miami Beach

MORE THAN 2,100 Teamster delegates will begin deliberations Monday, July 4, 1966, in Miami Beach, Florida, Auditorium, when the 19th Convention of the International Union is called to order by General President James R. Hoffa.

It is expected that delegates, alternates, their families, and Teamster staff members will swell Miami Beach hotels and motels by more than 5,000 during the week of the convention.

The 19th convention will mark the

third time in a row that the Florida resort city has been chosen as the convention site. The 17th convention convened there in October, 1957. The 18th convention was held there in July, 1961.

Main order of business before the delegates will be election of the 15-man executive board of the International Union, election of three International Union trustees, and passage of constitutional amendments.

The general executive board is com-

prised of the general president, the general secretary-treasurer, 13 vice presidents. All incumbents are announced candidates for reelection.

For the third time in a row, International Union Vice President Murray W. Miller, of Dallas, Texas, is in charge of arrangements. Miller has been at work on arrangements with his committee since shortly after the first of the year.

Headquarters hotel for the convention is the Fontainebleau. All sessions



James R. Hoffa
Constitution



Murray W. Miller
Arrangements



Joseph Diviny
Officers' Report



Harold Gibbons
Constitution

of the convention will be held at Miami Beach Auditorium.

Teamster General President James R. Hoffa opened his convention offices at the Fontainebleau on June 19th. Shortly thereafter, the various convention committees began their work.

The 27-member Constitution Committee, under the co-chairmanship of President Hoffa and International Union Vice President Harold J. Gibbons, of St. Louis, began its work of preparing recommended constitutional amendments to be presented for consideration of the delegates.

Meeting early also was the 19-man Credentials Committee. This group, under the chairmanship of Roy Williams, of Kansas City, Mo., labors at the task of determining that all delegates have been properly elected and that their credentials are in order before they are seated.

The 16-man Resolutions Committee again this convention will be headed by Ted Merrill, of Long Beach, California.

The Appeals and Grievances Committee, chaired by International Union General Organizer Jack Goldberger, of San Francisco, is staffed by eight

union officials from across the country.

Sixteen Teamster officers comprise the Officers' Report Committee under the chairmanship of International Union Vice President Joseph Diviny, of San Francisco.

Murray Miller, in addition to heading the Arrangement's Committee, is chairman of the 18-man Rules Committee which will draft rules for convention procedure.

The Appeals and Grievances Committee began its pre-convention meetings June 29th; Constitution Committee, June 20th; Credentials Committee, June 27th; Officers' Report Committee, June 29th; Resolutions Committee, June 29th; Rules Committee, June 29th.

In addition to the regular house-keeping amendments to the constitution to strengthen the union and to keep the constitution in compliance with the law, three other amendments will be presented for the consideration of the delegates.

One will recommend a \$1 per member increase in monthly local union dues. Minimum monthly dues are now \$5. Upon passage of the dues increase, minimum monthly dues for

local unions will be \$6. All locals would raise dues \$1 per month.

The second amendment will be geared to promote industry-wide and national agreements with the giants of industry in a move to give greater bargaining strength to local unions.

The third amendment will provide for the election of an executive vice president. The executive vice president, in addition to serving as an assistant to the general president, will assume the general president's duties in the event of a vacancy in that office.

For Teamster old-timers, Miami Beach on July 4, 1966, is a long way from Niagara Falls, N. Y., where the first International Union convention was held in 1903 from a membership base of 50,000.

Through the years, the convention was held in Cincinnati, in 1904; in Chicago, in 1906; and in Boston, in 1907, when Daniel Tobin was elected by a 12 vote margin out of 200 votes cast by the delegates. Tobin, that year, began a 45-year reign as president of the Teamsters.

In 1912, in Indianapolis, delegates voted to meet every three years, and



Frank Fitzsimmons
Constitution



Ted Merrill
Resolutions



Roy Williams
Credentials



Jack Goldberger
Appeals, Grievances

in 1915 set a 5-year interval between conventions.

In 1920, in Cleveland, Samuel Gompers addressed 360 delegates. The year 1930 again found the delegates meeting in Cincinnati; and in 1935, in Portland, the officers' report showed the union operated from a strength of 135,000 members.

Many who will attend the 1966 convention will remember 1940 in Washington, D. C., when Franklin Delano Roosevelt addressed the convention and was enthusiastically endorsed for a 3rd term. Four years later, FDR chose the Teamster convention to announce his bid for an unprecedented 4th term for the high-

est office in the land. The Teamsters had one-half million members then.

In 1947, in San Francisco, John F. English was elected general secretary-treasurer, an office he has held since and to which he seeks reelection in 1966.

In 1952, in Los Angeles, Teamsters again found themselves meeting in a Presidential election year, and Adlai Stevenson addressed the delegates. Dave Beck succeeded Dan Tobin as Teamster president.

In 1957, amid the most frantic anti-union hysteria ever whipped up in America, Teamsters met in Miami Beach for their 17th Convention.

Under pressure from government, Congress, and the AFL-CIO to surrender their autonomy, the Teamster delegates chose a course of independence and elected Detroit's James R. Hoffa to head the union.

In 1961, with 1,700,000 members on the record books, the Teamsters returned to Miami Beach to reelect Hoffa and English.

July 4, 1966, the union will convene its 19th convention in Miami Beach, with a peak membership strength of 1,772,194, making it the largest trade union in the world, and with wages, hours, and benefits for its rank-and-file members which are second to none in the world.

19th IBT Convention Committee Assignments Announced

Teamster General President James R. Hoffa has made the following appointments to committees which will serve the 19th International Union Convention. The following list was current as the International Teamster went to press, but was subject to revision, if such is necessary, up to convention time.

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| | |
|---------------------------|---------------|
| M. W. MILLER, CHAIRMAN | Dallas, Texas |
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| Morgan, J. W. | Miami, Fla. |
| Peters, Don | Chicago, Ill. |
| Teague, W. W. | Dallas, Texas |

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| Farrington, Jim | Yakima, Wash. |
| Latter, Fullmer H. | Salt Lake City, Utah |
| Miller, R. G. | Houston, Texas |
| Peick, Louis | Chicago, Ill. |
| Trerotola, Joseph | New York, N.Y. |
| Walla, Elmer E. | St. Louis, Mo. |

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| | |
|-------------------------------|-------------------------|
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| Backhus, John B. | Philadelphia, Pa. |
| Cavano, George | Seattle, Wash. |
| Estabrook, Jack | Portland, Ore. |
| Fitzsimmons, Frank | Detroit, Mich. |
| Flynn, Thomas E. | Wash., D. C. |
| Holmes, Robert | Detroit, Mich. |
| Kegel, Norman | Pittsburgh, Pa. |
| Konowe, Joseph | New York, N.Y. |
| Lawson, E. M. | Vancouver, B.C., Canada |
| Mathis, Weldon | Atlanta, Ga. |
| McCarthy, William | Boston, Mass. |
| Mock, George E. | Sacramento, Calif. |
| Miller, M. W. | Dallas, Texas |
| Milton, Verne | San Francisco, Calif. |
| Mohn, Einar O. | San Francisco, Calif. |

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| Heilmann, Herbert | Newark, N.J. |
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| Klinge, Richard | Seattle Wash. |
| Marcus, Bernard | Philadelphia, Pa. |
| Piland, W. L. | Dallas, Texas |
| Pisano, John | New Haven, Conn. |
| Roberto, Fred J. | Bridgeport, Conn. |
| Sebestyn, George | San Francisco, Calif. |
| Smith, Odell | Little Rock, Ark. |
| Smith, Robert | Buffalo, N.Y. |
| Vance, Larry | Portland, Ore. |

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| Capellupo, Peter | Lincoln, Neb. |
| Carter, William | Las Vegas, Nev. |
| Duffy, John | Boston, Mass. |
| Felicetta, Tony | Minneapolis, Minn. |
| Hoh, John | New York, N.Y. |
| Mackey, Pat | Grand Rapids, Mich. |
| McDermott, Lawrence | Jersey City, N.J. |
| Morrissey, Nicholas | Boston, Mass. |
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| Phillips, Wendell | San Francisco, Calif. |
| Schultz, Pete | Philadelphia, Pa. |
| Smith, Sam | Wichita, Kan. |
| Trerotola, Joseph | New York, N.Y. |

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| Joe Bates | St. Louis, Mo. |
| Ed Battisfore | Philadelphia, Pa. |
| Clifford Beach | Oklahoma City, Okla. |
| Joseph L. Bernstein | Chicago, Ill. |
| Kenneth Cook | Chicago, Ill. |
| Clyde Crosby | Portland, Ore. |
| Edward DeCosta | Oakland, Calif. |
| William L. de Harney | Los Angeles, Calif. |
| John Drobish | Los Angeles, Calif. |
| Joseph Edgar | Portland Ore. |
| John J. Felice, Jr. | Cleveland, Ohio |
| John Greeley | Camden, N.J. |
| James Haggin | Portland, Ore. |
| Dave Johnson | Detroit, Mich. |
| Lee Judd | Klamath Falls, Ore. |
| William Kaiser | Philadelphia, Pa. |

Moss, Arnold
O'Brien, John T.
Saffo, Pete
Schoessling, Ray
Steinberg, Lawrence
Trerotola, Joseph
Williams, Bill
Winters, Charles

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Chicago, Ill.
St. Louis, Mo.
Chicago, Ill.
Toledo, Ohio
New York, N.Y.
Seattle, Wash.
New Orleans, La.

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| Lindsay, Charles | Denver, Colo. |
| Murrin, Norman | South Bend, Ind. |
| Peters, Don | Chicago, Ill. |
| Sabin, Al | Philadelphia, Pa. |
| Waggoner, B. M. | Phoenix, Ariz. |
| Wells, Don | Buffalo, N.Y. |
| Lees, Thomas | Toronto, Canada |

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| | |
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| Hughes, Elvin | Rock Island, Ill. |
| Leonard, George | Los Angeles, Calif. |
| Nissen, William | Los Angeles, Calif. |
| Shearin, Gerald | Marysville, Calif. |
| Wilson, Frank | San Bernardino, Calif. |

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| | |
|------------------|------------------|
| Ancona, Samuel | Kansas City, Mo. |
| Francis, Stanley | Kansas City, Mo. |

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| | |
|----------------------------|-----------------------|
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| F. Maggio | Syracuse, N. Y. |
| Frank Matula | Los Angeles, Calif. |
| George Mock | Sacramento, Calif. |
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Lloyd McKim
Rolland McMaster
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Pittsburgh, Pa.
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Detroit, Mich.
Philadelphia, Pa.
Philadelphia, Pa.
San Francisco, Calif.
Dallas, Texas
San Francisco, Calif.
Chicago, Ill.
Oakland, Calif.

Crowley Victory

Mount Vernon Dairy Local 338 Succeeds in 17-Year Campaign

Teamster Local 338 of Mount Vernon, N.Y., recently concluded an organizing campaign that spanned 17 years with a representation election victory at Crowley's Milk Co., Inc., of Binghamton, N.Y.

William F. Kennedy, recording secretary of Local 338, said the count in the National Labor Relations Board election was 135 for the Teamsters, 81 for the United Dairy Workers Assn., and 6 ballots were for "no union."

Altogether, some 230 production and maintenance employees, drivers, wholesale and route men, shipping and receiving workers were eligible to ballot in the Crowley election.

International Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, congratulated the Mount Vernon local union upon receiving word of the victory, commenting:

"We at the Conference are well aware, from working with the local union on this matter over the years, of the arduous uphill struggle that lies behind this gratifying election win."

Kennedy said that organizing the Binghamton-based dairy had "been a most difficult problem for this local union over the past 17 years."

He said that all previous attempts to win an election at Crowley's were unsuccessful and very costly to the local union.

Kennedy added: "Even though other officers of this local, including myself, participated in earlier organizing efforts, the prime efforts of Business Representatives Patrick J. Hart

and Luke Kennedy deserve great credit for their outstanding devotion to bringing about this election and ultimate great victory for Local 338."

Appreciation

(Editor's Note: The following letter was received recently by General President James R. Hoffa.)

Dear James R. Hoffa:

I am writing to you to express the appreciation my family holds for you for enabling my father, Walter J. Buss, Sr., to enjoy such a wonderful retirement.

Last September, my father retired at the age of 63, after having been employed in the Teamster trade for 33 years. He was employed by the Washtenaw County Road Commission as a truck driver for 13 years and by the Ann Arbor Construction Company, as a transit-mix driver, for the past 20 years.

As he approached the retirement age, my mother and he often spoke of a long-dreamed-of vacation to revisit her birthplace, London, England.

Now, this is the point at which our family wishes to thank you for your inexhaustible energy in your leadership of the International Brotherhood of Teamsters. For, surely, without the substantial retirement income my father receives each month, due to the efforts of both you and your union, the trip would have been economically impossible.

However, because of his retirement income, supplemented by his social security, this long-awaited dream is now a reality and my parents are at this very moment enjoying themselves in London, England.

As the very proud children of a man who spent his life driving a truck, to raise five children and provide a respectable environment for them, we wish to ask one final favor of you.

We were wondering if it would be at all possible to have a small article placed in the monthly Teamster magazine to illustrate to other union members, and especially to the non-union worker, how rewarding and enjoyable retirement can be under the benefits provided for the Teamsters Union.

Gratefully,

(The letter was signed by Raymond L. Buss; Charles H. Buss, a member of Local 247, which was his father's local; Walter Buss, Jr.; Marie E. Buss; and Esther Buss Kohler.)

Dominick Calabrese Named 13th Vice President



Dominick Calabrese

DOMINICK CALABRESE has been appointed 13th vice president of the International Union by Teamster General President James R. Hoffa.

Calabrese fills that vacancy on the board from a heritage of Teamsterism. His father was a charter member of Teamster Local 641, where he began working as a coal carrier for the Tonnelley Coal Company in Jersey City, N.J.

Having completed the 8th grade in school and forced to find a job, Dominick followed his father to the coal company where he labored as a carrier and became a member of Local 641.

The new vice president has five brothers, all of whom are truck drivers and members of the Teamsters. Two of his sons are rank-and-file Teamsters, as is a son-in-law.

Teamsterism has been a way of life for Dominick Calabrese. Not long after becoming a member of Local 641, he became a shop steward,

and in every job he had—always in Teamster jurisdiction—he was chosen as steward.

In 1940, Dominick became a member of 641's executive board as a trustee. In 1954, he became a business agent, and in 1958, he was elected secretary-treasurer of the local union. He has served in that capacity since.

Recently, he became president of Joint Council 73.

Always a family man, Calabrese quickly points out that his four children have given him 9 grandchildren, all apples of his eye. For Dominick and his wife Mary—they've been married 34 years—parenthood produced even numbers, two boys, two girls.

When not on the go as a union official, at meetings, in negotiations, out on the jobs talking to members, Dominick and Mary enjoy their status as grandparents.

Born February 17, 1912, Dominick Calabrese counts his 54 years as fortunate ones in which he spent 36 as a Teamster.

In his new capacity as International Union vice president and as general organizer, Calabrese draws the geographical assignment in New Jersey, where he has spent a lifetime and where he is intimately familiar with the needs and desires of rank-and-file Teamsters.

When announcing the appointment of Dominick (everyone insists on calling him 'Mike') Calabrese, Hoffa declared:

"In the Teamsters, when a vacancy occurs, it is always gratifying to be able to reach out and appoint one qualified through experience on the job and in union office to fill that vacancy. Mike Calabrese is just such a person, with a lifetime of service to his organization and to men and women who labor for a living. I am proud to make this appointment."

Union King of the Road

1966 Driver of the Year
Is Minnesota Teamster

Donald J. Beaudette, a member of Teamster Local 471 in Minneapolis, Minn., and a champion truck rodeo contestant, has been named 1966 National Driver of the Year by the American Trucking Assns., Inc.

Beaudette, who has driven for 19 accident-free years, was picked for the award on the basis of his outstanding safety record and participation in safety programs sponsored by the trucking industry.

Beaudette has traveled more than 1,500,000 miles since starting his driving career in 1947. He currently operates a 5-axle tractor-trailer combination, the familiar inter-city cargo workhorse.

Employed by Land O'Lakes Creameries, Inc., since 1959, Beaudette has proven himself to be a superb competitor in the art of safe and skillful driving at many National Truck Rodeos, the grueling 3-day tournaments sponsored annually by the ATA.

Currently the national 5-axle champ, Beaudette has competed in 9 state and national rodeos since 1955. Since 1960, he has been overall king in his vehicle class twice and runner-up once.

In 1964, the Minnesota Teamster was awarded the trophy given annually to the outstanding rodeo competitor at the national meet on the basis of personality, character per-

Donald J. Beaudette



formance, and safety record.

Beaudette's remarkable safety record on the road has been compiled in the face of rapidly increasing traffic loads and corresponding hazards.

His views on highway safety and the effort to stem the tide of traffic deaths on the roads are typical Teamster: "No one can afford to be careless on the road, not for a minute."

Local 804
Completes Two
Agreements

Local 804, New York City, recently concluded negotiations for a contract covering the employees at the R. H. Macy Company warehouse. The agreement was ratified by the members on June 1, 1966.

Improvements included a wage increase of \$9.00 per week, additional health and welfare coverage, including doctor's home and office visits, and an increase in weekly sick benefits from \$65.00 to \$70.00 per week. The pension plan was improved in all respects, and the work week was reduced from 40 hours to 37½ hours for all employees.

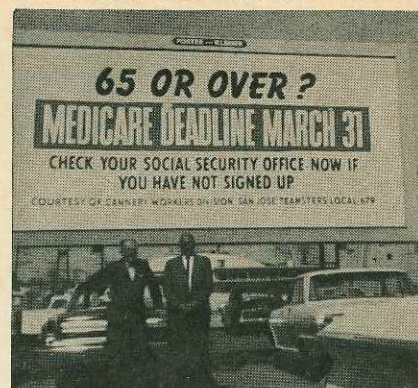
In addition, there were 21 changes in the contract language favorable to the Union.

At Peck & Peck

The Local has also negotiated an excellent contract covering the employees at Peck & Peck. This contract provides for a \$9.00 per week wage increase, a revised hospitalization plan providing for expanded Blue Cross coverage and G.H.I., and an additional day's sick leave. An additional week's vacation after 15 years of service was also negotiated and, as in the above contract, the work week was reduced from 40 hours to 37½ hours.

Thomas Simcox, President of Local 804, stated that these are two of the finest contracts covering department store warehouse employees in the New York City area.

Teamster Reminder



Teamster Local 679 of San Jose, Calif., recently performed a public service for the elderly when—with the cooperation of the local Social Security office—it rented signboard space all over the county to remind oldsters of the deadline for signing up for Medicare benefits. Edward Felley, secretary-treasurer of Local 679, spearheaded the program.

● Drivers Join

Fourteen drivers employed by Frisch's Restaurants, Inc., a chain in Cincinnati, Ohio, voted for representation by Teamster Local 100 in a recent National Labor Relations Board election.

Ben D. Collamer, secretary-treasurer of Local 100, made the victory announcement.

● Warehousemen

Warehousemen employed by B. F. Goodrich Co., at Staten Island, N.Y., voted for representation by Teamster Local 804 in a recent National Labor Relations Board election.

Joseph P. Moynihan, Local 804 secretary-treasurer, said 25 workers were eligible to cast ballots.

Safety Rules
Subject for
Bargaining

The National Labor Relations Board has ruled that safety regulations are the business of both management and labor, and as such are proper subjects for collective bargaining.

The decision was made in a recent case involving the International Brotherhood of Electrical Workers and the Gulf Power Co., of Pensacola, Fla.

With Teamsters

First Union Shop Agreement
Signed by Western Airlines

Western Airlines has signed its first union shop agreement in 40 years of existence, reaching agreement with the Teamsters Union Airline Division which represents about 1,000 mechanics and related personnel employed by the airline.

The agreement was significant in that in years past both the Railway Clerks and Machinists Union had tried to gain the union shop clause with Western through strikes but had failed. The Teamster achievement came without a strike.

Still to be negotiated as *The International Teamster* went to press were wages, hours, and working conditions. When an impasse was reached in the negotiations, representatives of seven Teamster local unions involved in the contract requested the assignment of a mediator under provisions of the Railway Labor Act.

Raid Repulsed

Meanwhile, four local unions—104 in Phoenix, Ariz., 222 in Salt Lake City, 881 in Las Vegas, Nev., and 986 in Los Angeles—turned back an attempt by the Aircraft Mechanics Fraternal Assn., to raid the Teamster membership at Bonanza Airlines.

Mechanics and related personnel at

Teamster
Named to
Youth Job

Earl Pitts, recording secretary and business representative of Teamster Local 196 in Los Angeles, recently was appointed to the Trades Advisory Council of the California Youth Training School at Ontario, Calif.

He was named to the council by Herman Stark, director of the training school, who termed Pitts' "patriotic and productive dedication to the cause of youth reclamation a source of great satisfaction to the Authority."

The Trades Advisory Council is a group of labor and management representatives who help the young offenders learn employable skills.

Bonanza gave a vote of confidence to the kind of representation they've received from the Teamsters during the past two years.

● Boat Builders

Employees of Starcraft Corp., boat manufacturers in Patterson, Calif., voted for representation by Teamster Local 386 of Modesto, Calif., in a recent election conducted by the National Labor Relations Board.

Wendell J. Kiser, Local 386 secretary-treasurer, said 28 workers were eligible to vote.

The new bargaining unit is composed of trimmers, inspectors, maintenance, painters, fiberglass layers, and assemblers.

● Recognition

A settlement reached between Teamster Local 452 and Franklin Furniture Co., in Denver, Colo., has

resulted in recognition of the union as bargaining agent for the employees even though Local 452 lost a representation election.

Ed Toliver, organizer for Teamster Joint Council 54, said the agreement was reached after a hearing was scheduled by the National Labor Relations Board on unfair labor practice charges brought by the union. The hearing was cancelled after the settlement was reached.

● Seattle Vote

Two dozen employees of the Seattle Department Stores Assn., Inc., voted overwhelmingly for representation by Teamster Local 130 of the Washington city in a recent National Labor Relations Board election.

Harlan M. Davis, Local 130 secretary-treasurer, said 25 workers were eligible to cast ballots. The vote tally was 23 to 2 for Teamster representation.

Included in the new bargaining unit are finishers, touch-up men, cabinet makers, repair men, set-up men, warehouse and stock workers, furniture packers, receiving clerks, freight elevator operators, pick-up boys, spray finishers, picture framers, and working foremen.

Leadership Program



Officers and members of Teamster Local 158 in Philadelphia are proud of their Leadership Development Program, conducted by the local union and two members of the Board of Education. Recently, at a banquet attended by 200 stewards and their wives, James R. Harding, special assistant to General President James R. Hoffa, was a featured speaker. Certificates of graduation from the leadership program were given out. Shown here with Harding are (left to right) Jack Miller, Local 158 secretary-treasurer. To Harding's left is Ray Otes, local union president. Next is Sal Macaroni, 158 business agent, and on his left is Judge Reed.

Milestone Event

2,500 Attend Anniversary Banquet For Ohio Teamsters Credit Union

General President James R. Hoffa delivered the main speech at the 25th anniversary banquet of the Ohio Teamsters Credit Union, Inc., attended by more than 2,500 Teamsters and friends recently in Cleveland.

William Presser, president of Teamster Joint Council 41 which is served by the credit union, said that while the event commemorated an important milestone of the union-sponsored organization, it also symbolized the good relationships existing among the Ohio Teamsters, other labor organizations, and government.

This was evidenced by the attendance of such public officials as U.S. Rep. Michael Feighan (D-Ohio), Ohio's State Treasurer John Jerbert, Mayor Ralph Locher of Cleveland, many judges and other officials. In addition, leaders from a wide spectrum of AFL-CIO organizations were in attendance.

Hoffa discussed mostly the challenges faced by organized labor, particularly at the legislative level. He cited the increasing number of anti-labor measures introduced which, if

they became law, would emasculate labor unions and leave them helpless to defend the rights and living standards of their members.

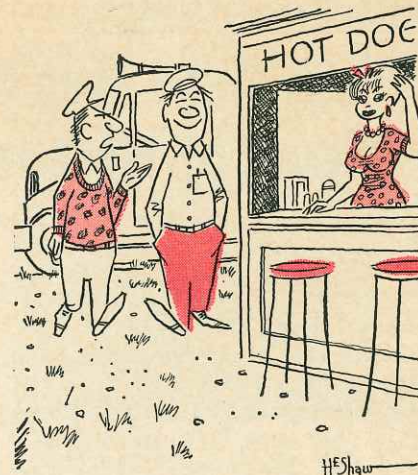
Hoffa said that not only must there be greater unity and cooperation between unions and their friends in political office, but labor must make a conscious and concerted effort in political education and organization if these challenges to organized labor are to be met successfully.

● Two Elections

Teamster Local 577 of Amarillo, Tex., won a pair of victories in recent National Labor Relations Board representation elections, according to E. J. Cherryhomes, secretary-treasurer of the local union.

In one vote at the Southern Farm Supply Assn., warehouse, a majority of 16 warehousemen, drivers, shipping and order clerks balloted for the union.

A majority of 8 drivers and warehousemen at the National Biscuit Co., warehouse also voted for Local 577.



"You mean we drove 15 miles out of our way to eat at this dump?"

● Scrap Paper

A majority of 15 drivers, helpers, balers, and sorters employed by S. Morena & Sons, Inc., scrap paper dealers in Jersey City, N. J., voted in favor of representation by Teamster Local 11 in a recent National Labor Relations Board election, according to Leo Avent, secretary-treasurer of the local union.

Workers, Wages, & Goods

"Attention is called to the fact that changes have taken place in conceptions of wage adequacy. Following a wage-fixing system based on supply and demand, labor succeeded in securing wages taking cost of living into account.

"As time went on it was brought out that a mere living wage was not sufficient for American workmen, that they must be paid enough to allow them to satisfy their physical, social, and cultural requirements. It has also been argued that wages should be advanced in accordance with increased productive efficiency.

"As matters now stand, a case is being presented for the social wage under which the wage earners, who in the nature of things must be consumers as well as producers, would receive a sufficiently large return for their work to enable them to buy the increasing quantity of goods that their greater productivity makes available."—Monthly Labor Review, U.S. Department of Labor, 1931.



General President James R. Hoffa is flanked by William Presser (left), president of Teamster Joint Council 41, and Al Young, treasurer and manager of the Ohio Teamsters Credit Union, Inc., as they examine the program for a banquet celebrating the 25th anniversary of the credit union. Hoffa was the main speaker for the event.

For Teamster Youngsters

Western Conference and Affiliates Award 13 College Scholarships

Thirteen scholarships worth a total of \$16,400 to help sons and daughters of members of Teamster Unions in western states to obtain college educations have been awarded by the Western Conference of Teamsters and some of its affiliates.

Selected by a panel of three prominent educators to receive the grants were four boys and nine girls graduating from high school this year with excellent scholastic records.

This is the second year for the Western Conference educational aid program. Beginning next September, 25 children of Teamsters in the west will be attending college with a total of nearly \$33,000 worth of grants made in the two years.

International Vice President Einar O. Mohn, director of the Western Conference of Teamsters, said 735 youngsters applied for the scholarships. He said winners of scholarships donated by the Western Conference itself, each with a total value of \$2,000 to be applied to 4 years of college study, went to:

Coburn H. Knight, son of Mrs. Polly Knight in Snohomish, Wash. The 17-year-old boy is a member of Teamster Local 38 in Everett, Wash., and plans to study at the University of Washington.



"Look at these health and welfare claims—three hangnails and a dislocated index finger."

Kathryn V. Wesenberg, daughter of Charles Wesenberg, a member of Teamster Local 81 in Portland, Ore. The girl plans to attend Portland State College.

Laraine Stucki, daughter of Willard W. Stucki, a member of Teamster Local 983 in Pocatello, Idaho. She plans to attend Brigham Young University in Utah.

Melinda L. Poiset, daughter of Harold A. Poiset, a member of Teamster Local 683 in San Diego, Calif. She plans to attend the University of Southern California.

Teamster Joint Council 37's scholarship valued at \$1,000 was awarded to John C. Hutchison, son of Jack Hutchison, a member of Teamster Local 501 in Vancouver, Wash. He will go to Washington State University.

Two scholarships worth \$1,000 each and sponsored by the Western Warehouse-Produce Unions went to John McBride, son of John R. McBride, a member of Teamster Local 655 in Redwood City, Calif., and Peter Toyama, son of Leo Toyama, a member of Teamster Local 598 in Los Angeles, Calif. McBride plans to study at the University of

San Francisco while Toyama is slated to go to the University of Southern California.

Four scholarships, each with a value of \$1,000 and sponsored by Teamster Joint Council 42 in Los Angeles were awarded to:

Katherine D. Quattlebaum, daughter of Paul C. Quattlebaum, a member of Teamster Local 93 in Los Angeles. The girl plans to attend Pitzer College.

Joanne M. Martin, daughter of Theodore C. Martin, a member of Teamster Local 203 in Los Angeles. She will study at the University of San Francisco.

Teresa Takeshita, daughter of Tosh Takeshita, a member of Teamster Local 630 in Los Angeles. She will attend Occidental College.

Susan M. Sylvester, daughter of Louis A. Sylvester, a member of Teamster Local 547 in Los Angeles. She will study at Irvine College.

The Western Conference Canning and Food Processing Unions awarded a \$1,000 scholarship to Victoria C. Rice, daughter of Clinton A. Rice, a member of Teamster Local 679 in San Jose, Calif. She will attend San Jose State College.

Teamster Local 2 in Butte, Mont., and an employer, Derrick's Conoco and Ambrose Trucking Co., jointly sponsored a \$400 scholarship that was awarded to Karen M. Sikonia, daughter of Frank Sikonia of Local 2. She will study at Montana State University.

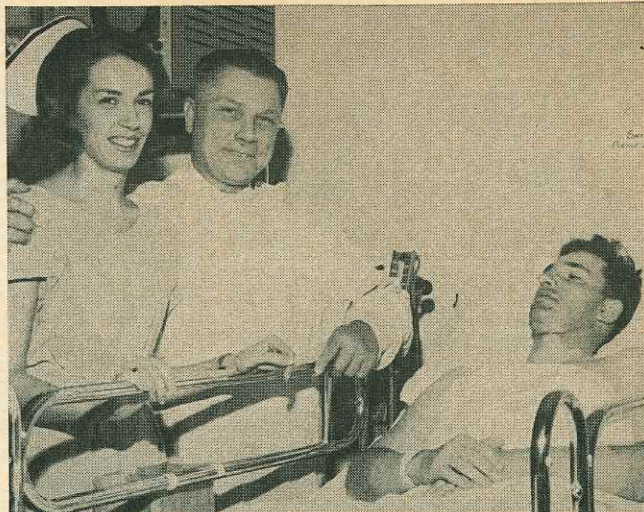
Teamster Is Fire Commissioner



San Francisco's newest Fire Commissioner is Rudy Tham, secretary-treasurer of Teamster Local 856. Tham was appointed by San Francisco Mayor Jack Shelley. Tham is shown above receiving the oath of office from Judge Gerald S. Levin, of the Superior Court. Watching the swearing-in ceremony are San Francisco's Fire Chief William F. Murray and Teamster Local 85's Secretary-Treasurer Tim Richardson. Tham also is a trustee of Joint Council No. 7.



Hoffa and Backhus chat with Cecilia Middleton (left), 12-year-old daughter of a member of Teamster Local 107 in Philadelphia, who underwent open heart surgery at Deborah Hospital, and Joyce A. May, 10-year-old daughter of a member of the United Steel Workers Union.



General President Hoffa met Brother Shirles D. Strausser, 24-year-old Teamster from Local 429 in Reading, Pa., who is on the mend after open heart surgery at Deborah Hospital. The nurse is unidentified.

IBT Gift

Hoffa, Backhus Help Dedicate Auditorium in Hospital Wing

General President James R. Hoffa and International Vice President John B. Backhus were among the dignitaries at the recent dedication of a new addition to Deborah Hospital in Browns Mills, N.J., to be known as the Rogosin Heart Pavilion.

\$100,000 Donation

Hoffa was there as the main representative of the International Brotherhood of Teamsters which, by an action of the General Executive Board, donated \$100,000 to the hospital for construction of an auditorium in the Rogosin addition.

Needy Admitted

Hoffa was the principle speaker at the auditorium dedication. Backhus, who is chairman of Deborah's administrative committee, also spoke as did Jack Lesser, president of the non-sectarian hospital which specializes in chest diseases with a policy of admitting those in the greatest need.

The new Rogosin Heart Pavilion, now about half completed, will enable

Deborah to integrate all its cardiac facilities in both treatment and research.

Taking part in dedication ceremonies were New Jersey Gov. Richard

J. Hughes, Dr. Mason Gross, president of Rutgers University, and Israel Rogosin, the industrialist who gave \$1 million for construction of the health center that will bear his name.



General President James R. Hoffa and International Vice President John B. Backhus are shown with Jack Lesser (left), president of Deborah Hospital, at the dedication of an auditorium made possible by a \$100,000 gift from the Teamsters Union.

The International Teamster

In Minneapolis

Vice President Conklin Honored By 1,100 at Testimonial Dinner

Some 1,100 union brothers and sisters, friends, and well-wishers gathered at a banquet in early June to honor International Vice President Gordon Conklin in recognition of his 25 years as president of Teamster Local 120 in St. Paul, Minn.

On hand to deliver the main speech for the occasion was General President James R. Hoffa. Also present at the head table was International Vice President Frank E. Fitzsimmons of Detroit.

Diamond Pin

Members of Local 120 presented a plaque to Conklin along with a diamond-studded Teamster pin to be worn in his lapel.

Every local union in Teamster Joint Council 34 in St. Paul, of which Conklin is president, had representatives at the dinner. Teamsters also came in from several Minneapolis locals and elsewhere in Minnesota, the Dakotas, Iowa, and Nebraska. A majority of the people in the banquet hall were from Conklin's local union.

Hoffa paid the strongest tribute to Conklin of any of the several speakers of the evening when he noted that the entire Teamsters Union had only 100,000 members—compared with more than 1,700,000 now—when he first became acquainted with Conklin

whom he credited with a big share of the achievement in Teamster growth.

Hoffa spent a good part of his talk in reminiscing about the times of toil and trouble when the Teamsters were first getting a strong start in the Twin Cities area in the 1930's.

Old-timers strongly remembered the period which Hoffa described, adding that the "unions in the Twin Cities were built with sacrifice, having to force the employers to the bargaining table."

He said the problems facing unions still are not solved as some would have union members believe. He stated that in "the year of 1965, you have less economic strength than in 1935 because this is the era of the politicians who protect industry."

Fewer Organized

Hoffa said the proof that all is not well with trade unionism is in the fact that year after year there are fewer numbers of workers being organized, despite the aggressive and successful Teamster record of signing up new members.

Solid applause came from those in the banquet hall when Hoffa said trade union problems in the main must now be dealt with on a solid political basis. He said:

"You, the younger generation, must



A highlight of the Conklin testimonial dinner came when the honored guest shook the hand of the main speaker, General President James R. Hoffa, as International Vice President Frank E. Fitzsimmons looked on. More than 1,100 well-wishers attended the banquet.

recognize that the picket line and politics are one and the same."

Conklin spoke only briefly in appreciation for the turn-out at the banquet. He said the members of Local 120 had been an inspiration for all that the Teamster affiliate had accomplished. He also said:

"These 25 years have been very rewarding to me. They have given me the privilege of working with many dedicated individuals such as our general president. Jimmy Hoffa is the greatest labor leader in American labor history."

Half the crowd is shown here at the testimonial dinner for International Vice President Gordon Conklin who expressed appreciation for the honor in recognition of his 25 years

as president of Teamster Local 120 in St. Paul. General President Hoffa is at Conklin's left.



Great Sacrifice

Pennsylvania Teamster Honored for Heroism

A Teamster driver who stopped at the scene of an accident to render aid and lost part of a leg as a consequence was honored as driver-of-the-month recently by the Pennsylvania Motor Truck Assn., at a safety awards luncheon.

James Hilbert, a member of Teamster Local 776 in Harrisburg, Pa., was the honored driver.

Hilbert, who works for Hall's Motor Transit Co., of Harrisburg, saw a collision occur a short distance ahead of his vehicle in August, 1964.

He parked his tractor-trailer well off the highway and hurried to the accident scene, placing flares to warn on-coming traffic. Then the Teamster helped remove the injured people from the wreck and directed traffic until police arrived.

With everything finally under control, Hilbert began to return to his vehicle to complete his trip. An on-coming auto struck him and crushed his leg against another vehicle that was almost stopped in traffic.

Hilbert was hospitalized for 6

months as a result of the accident. In March, 1965, it was necessary for surgeons to amputate his leg. As a result of the operation, Hilbert is no longer qualified to drive in interstate commerce.

Perhaps the most ironic twist to Hilbert's misfortune is the fact that he had a 21-year safe driving record compiled over a total of 1,300,000 miles.

Herbert Arkin, an official of Hall's Motor Transit Co., said of the Teamster:

"Jimmy Hilbert exemplified the perfect employee. He spent his entire working life with Hall's. He did whatever was asked of him, never griped, and had an excellent driving record."

Iowa Ballot

A majority of truck drivers and quarry workers at Ft. Dodge Limestone Co., Inc., voted in favor of representation by Teamster Local 650 in a recent National Labor Relations Board election.

Melvin C. Jensen, secretary-treasurer of Local 650 which is headquartered in Waterloo, Ia., said there were 44 workers eligible to cast ballots.

Locko Election

Teamster Local 611 of St. Louis, Mo., recently won a National Labor Relations Board election at Locko Glazers, Inc., of Overland, according to Howard Logan, secretary-treasurer of the local union.

Logan said a contract proposal already has been submitted to the company.

Locko is part of a national chain that glazes baking utensils for commercial baking companies.

Royal Ballot

Drivers and helpers employed by Royal Furniture Co., Inc., in Somerville, Mass., recently voted for representation by Teamster Local 82 in a National Labor Relations Board election.

Henry J. Rofe, secretary-treasurer of Local 82, said all 16 employees voted with the ballot count 11 to 5 in favor of the local union.

Moonlighters

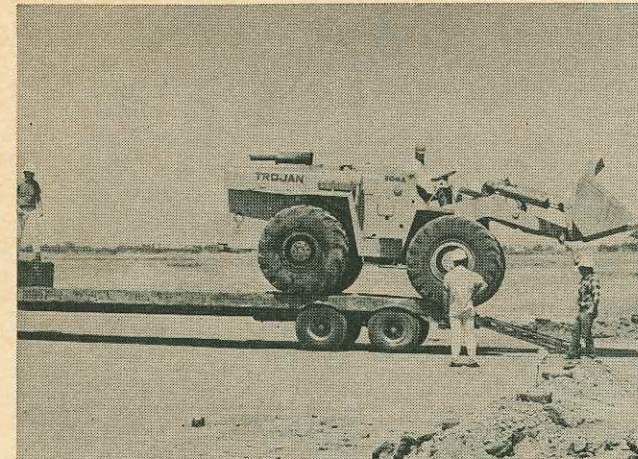
The number of "moonlighters" is on the increase in the United States, now up to about 4 million workers or approximately 5 per cent of all employed workers.

Labor Department statistics show the typical moonlighter to be a young husband faced with the need to supplement his income because of a non-working wife and a growing family.



"I drank this bottle of non-union beer, see..."

The International Teamster



Teamster instructor teaches students how to load a front-end loader onto a low-boy trailer.



Two trainees in the California program are operating a Euclid dump truck and a front-end loader.

160 Men Learn

Teamster-Inspired Program Trains Construction Equipment Operators

TRAINING men in the use of increasingly sophisticated construction equipment is the goal of a unique pilot program inspired by Teamster officials and just completed in Stockton, Calif.

George Overton, secretary-treasurer of Teamster Local 439 in Stockton, and Tom Owens, director of the IBT National Construction Division conceived the idea for the training program in the fall of 1964.

They got the cooperation of construction contractors, five different state agencies, the federal government, and San Joaquin Delta College to put the program together.

In addition, 1-cent an hour per employee was negotiated into the last contract with the Northern California Associated General Contractors to underwrite part of the cost of the training.

A 4-week schedule was set up to offer schooling to 40 men starting each week. They received 20 hours of classroom work—including fundamentals in first aid—coupled with 20 hours of rigorous work on the heavy equipment itself. At the end of the 4-week program, the men received another 6 weeks of on-the-job training.

Teamster construction local unions

in Northern California provided not only the instructors who lent their skill, but also the students who were composed mostly of men who were unemployed because of inadequate skills on big new equipment now being introduced.

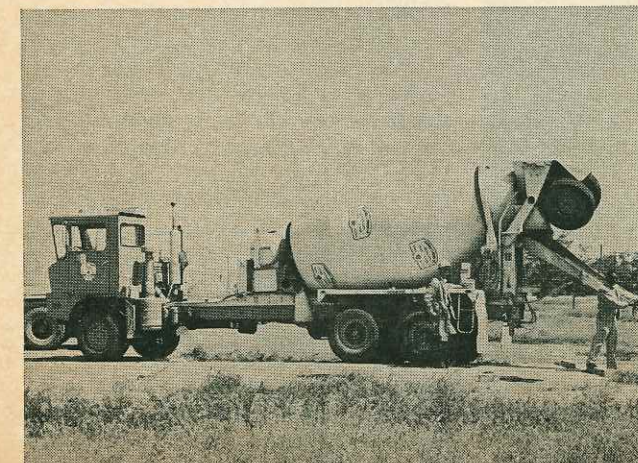
Helping to finance the program was a \$50,000 federal Manpower Development and Training Act grant administered by E. T. Barnett, director of vocational education.

Contractors in the area provided the equipment including the newest graders, loaders, flatbeds, ready-mix trucks, bulldozers, and other heavy construction rigs. They were reimbursed.

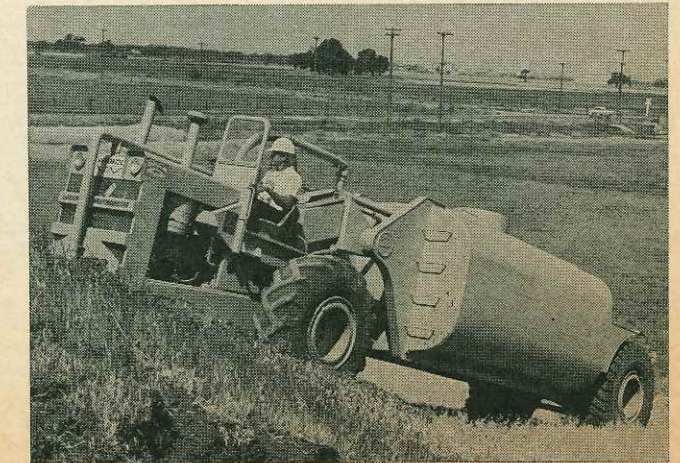
Contributing aid to the project were the California Highway Patrol and State Departments of Motor Vehicles, Education, Industrial Relations, and Employment.

Both San Joaquin County and Delta

A skilled Teamster is shown giving instructions to a trainee on how to unload a ready-mix truck.



This trainee, one of 160 men to learn under Teamster instructors, is navigating a water truck.



College were reimbursed for land and services they provided.

The project got underway officially when a labor-management advisory committee was formed under the provisions of the contract a year ago.

Overton said six Teamsters, while skilled in many facets of construction work, nevertheless took training themselves to learn how to teach others what their years of experience had taught them.

Two of the instructors worked in the classroom and four operated in the field. They were paid an hourly wage.

The students worked on equipment

in which they were particularly interested and drew unemployment compensation for the period of training. In some cases, they received subsistence and a mileage allowance.

After their initial training, the students were assigned to various construction projects for advanced, on-the-job training.

Overton said plans are to continue the program on a permanent, year-round basis, thus supplying skilled jobs for men wanting them and at the same time helping to fill the void that is present in some phases of heavy-highway work.

As Job Condition

Maryland Joins Parade of States Passing Laws Against Polygraph

Maryland last month joined the parade of states passing laws against use of the polygraph—the so-called “lie detector”—as a condition of employment.

Leroy M. Griffin, president of Teamster Local 426 in Baltimore and long-time legislative representative for the Teamsters Unions in Maryland, said the action of the Maryland legislature in passing the new section of

labor law culminated years of concerted effort.

Thus Maryland joined the list of distinguished states that have enacted such job-protecting laws in recent years, including Washington, California, Oregon, and others. New Jersey currently has such a bill pending. Illinois passed an anti-polygraph law in respect to civil rights.

Griffin said the Maryland poly-

graph statute first defines “employer” in Section 94(a) and then adds in Section 94(b):

“No employer shall demand or require any applicant for employment or prospective employment or any employee to submit to or take a polygraph, lie detector or similar test or examination as a condition of employment or continued employment. The prohibition of this section does not apply to the federal government or any agency thereof or the state government or any agency or local subdivision thereof, including but not limited to, counties, city and counties, cities, districts, authorities, and agencies.”

Griffin said the new polygraph statute provides that any employer who violates the lie detector law shall be guilty of a misdemeanor and subject to a fine not to exceed \$100.

While the punishment to employers who violate the Maryland polygraph law might not seem much, nevertheless the fact of the law's existence would have a strong bearing upon any National Labor Relations Board or court actions involving unfair labor practices and/or appeals.

Proposed Legislation

The successful campaign to get the law began more than a year ago, Griffin said, when the city of Baltimore, after several hearings and much testimony, passed a bill outlawing the polygraph examination as a condition of work in that city. Griffin said:

“We then took our case before the ‘legislative council’—the interim body that proposes legislation to be presented to the full Maryland general assembly when it convenes.”

He said that the Baltimore ordinance plus exhibits were enough to obtain favorable action from the legislative council.

Griffin said:

“The chairman of the House Labor Committee, Sol J. Friedman, introduced the bill with 40 co-sponsors and the blessing of the Speaker of the House, Marvin Mandel. Simultaneously, we had a similar measure introduced in the State Senate by Sen. William Hodges.

“We were able to pass both the House and Senate bills, however, we ran into problems when the polygraph council had a bill introduced to license and regulate polygraph examiners. We were able to defeat this measure after weeks of delay.”



Members of Teamster Local 229 in Scranton, Pa., applied their special skills recently in a project involving the historic rail car shown here. John A. Durkin, Local 229 secretary-treasurer, announced that the members in the photo donated their services to trundle the rail car aboard a trailer for transfer to a restoration site before eventually being placed on display during the centennial celebration of the City of Scranton in July. The deteriorated wooden frame of the car was separated from the wheels and then both were hauled to the restoration site by separate vehicles.

In Effect July 1

Medicare Rules Give Elderly Protection on Medical Fees

A measure of protection for elderly citizens against excessive fees charged by doctors has been established for some 19 million oldsters covered by Medicare.

The Social Security Administration is now mailing out to 230,000 doctors and 4,000 osteopaths throughout the country a booklet prescribing the guidelines they must use in determining “reasonable charges” for their services.

Although these rules apply only to elderly citizens under Medicare, they provide the most meaningful public determination of reasonable fees yet available and many believe that it will have an impact on all medical bills.

The Medicare law, as written, provides that services which are performed by physicians and others who charge on a fee for service basis are to be paid for on the basis of “reasonable charge.”

This should reflect, as closely as possible, the customary charge of the physician for similar service and the prevailing rates in the locality for such a service.

Guideline Prevails

Group practice pre-payment plans, which many workers and families enjoy through their unions, may elect reimbursement to physicians on the basis of reasonable costs.

On the fee-for-service arrangement, however, the “reasonable charge” guideline prevails.

Establishing the ground rules for this, the Social Security Administration has selected some 54 Blue Shield organizations and private insurance companies to act as fiscal intermediaries and carriers to determine payments for physicians' services, to process and pay claims and also to serve as the program administration focus for relationships with the doctors.

It is these carriers which will establish and maintain the fiscal records necessary to properly determine the costs of care and “reasonable charges.”

On the other hand, the Social Security Administration's 16-member Health Insurance Benefits Advisory Council, which helped establish the guidelines, will continue to review and consult on their operation.

Under the law a nine-member Na-

tional Medical Review Committee will also be appointed to conduct a continuing study of utilization of services under the program and recommend

charges which might be desirable.

Under the broad guidelines, individual physicians may receive varying amounts for their services.

Memorial Mass



General President James H. Hoffa was the principal speaker at the breakfast following the annual Teamster Local 25 Memorial Mass for all faiths in Boston late in May. Hoffa is shown in the top photo with William J. McCarthy (right), president of Local 25, and Jack Carnes (left), Local 25 business agent. Hoffa led the march shown in the bottom photo as some 2,300 members of the local union strolled a quarter mile to St. Francis de Sales Church for the memorial service for deceased members. The breakfast was held in the nearby state armory.



'Key Vehicle'

IBT Supports Bill to Establish Department of Transportation

SUPPORT for the Department of Transportation Act was registered by the International Brotherhood of Teamsters in testimony before the Senate Committee on Government Operations in late May.

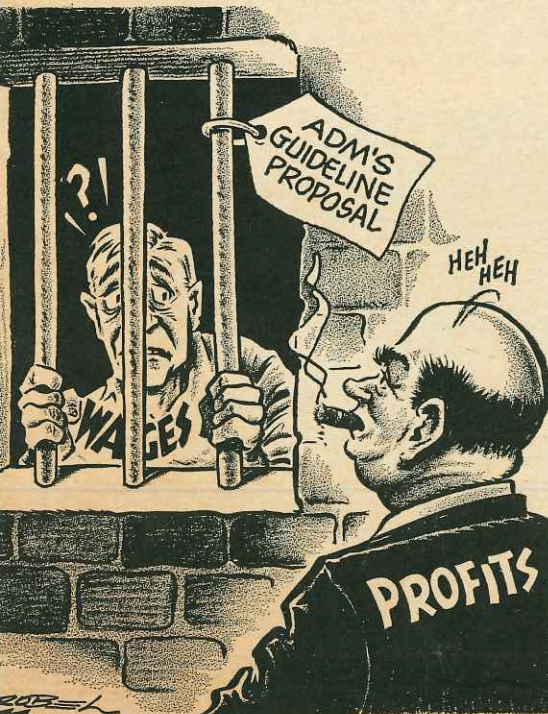
Sidney Zagri, legislative counsel for the IBT, told the Senators:

"We support S.3010 not only in principle but in each of its detailed recommendations for inclusion of non-regulatory functions under the proposed Department of Transportation, of all safety functions under the proposed National Transportation Safety Board."

He called the proposed bill a "very important first step in the direction of establishing a coordinated national transportation policy" and added that it could serve "as the key vehicle for exploiting the potential presented by the transportation revolution which is taking place under our very eyes."

Zagri said two prerequisites are needed for a coordinated transportation policy:

How Come You're Running Free?



—Standardization of equipment, standardization for methods or devices for loading and unloading the various media of transportation.

—Governmental policy which will require such standardization in equipment to insure interchangeability among the various modes.

Zagri said the Teamsters Union also favored bringing all the safety functions of all federal agencies under the roof that might be provided by the National Transportation Safety Board.

Single Authority

The Teamster legislative counsel took the opportunity to point out to the Senate committee an illustration of why a single authority was needed over transportation safety by relating what happened as a result of General President James R. Hoffa's recent invitation to another Senate committee to witness first-hand the daily violations of safety regulations in the trucking industry.

He said that Sen. Warren Magnuson (D-Wash.) requested the Interstate Commerce Commission to assign inspectors to assist in conducting a gypsy truck check jointly with Hoffa. "Less than two weeks ago," said Zagri, "a random truck check was conducted on the Upper Marlboro Turnpike in Maryland. Of eight trucks given citations, seven were grounded and placed 'out of service' as menaces to safety on the highway."

Film Available

Zagri said motion pictures of the rigs—as well as of driver errors—were taken by the Teamsters Union and were available for showing to members of Congress. He added that "Chairman Bush of the ICC expressed great shock and surprise to me at the results of the check."

The group also checked truck traffic in the District of Columbia produce market at 5 a.m. Zagri said:

"We were told that the ICC, as a matter of administrative policy, had withheld jurisdiction from all trucks making deliveries in the metropolitan area."

"There is no check on trucks in the District of Columbia, which means

that the citizens of the metropolitan area are without any protection from defective equipment or unsafe drivers. No chauffeur's license is required in the District. Anyone with a driver's permit can rent a large tractor-trailer and operate it on the highway."

Zagri said that the violations most common in the check included unsafe brakes, in one case no brakes on three wheels, no emergency brakes, no parking brakes, broken speedometers, defective lighting on both tractor and trailer, no trailer brakes, and no turn signals.

"The most prevalent violation concerning the driver," Zagri said, "was his failure to maintain his log, which would indicate his number of hours on the highway, the number of hours between trips, as well as evidence of a physical examination."

Transportation Revolution

Zagri said he asked the ICC inspector if the violations were typical and the man replied, "Not typical, but not unusual." Zagri asked, "By unusual, do you mean that you find violations like this frequently?" The inspector replied, "Yes sir!"

In conclusion, Zagri listed two recommendations for the committee:

"The needs of exploiting the potential of the transportation revolution through coordination is a must and the time is now. The confluence of factors, namely, the obsolescence of transportation equipment, the need for replacement by standardized and interchangeable equipment, and the unprecedented needs of this nation in terms of the national defense, require immediate action in the enactment of this bill."

Safety Board

"The establishment of the National Transportation Safety Board which will encompass the safety functions of all existing agencies in a flexible arrangement—along industry lines but on a functional basis in terms of problems to be solved—is essential to the solution of the National Safety Bill."

Zagri said he agreed with ICC Chairman Bush that the ICC is not in a position to cope with the problem, and the proposed National Transportation Safety Board could concentrate attention, personnel, budget, and enforcement policy necessary for the solution of the safety bill.

For Your

Information

● Teamster Organizing

Teamster affiliates won 35 per cent of all the single-union elections won by all unions during the month of April, according to the National Labor Relations Board.

The NLRB said a total of 668 one-union representation ballots were conducted in that month of which 224—or more than 33 per cent—involved Teamsters. Workers went union in 390 votes. Teamsters won 137 of their elections—or more than 61 per cent—to once again lead the organizing efforts in the nation.

A total of 15,132 workers chose unionism in the single-ballot elections and 2,829 went Teamster for a percentage of more than 12 per cent. In other words, about every eighth new union member was a Teamster.

● Remedy for Poverty

A. Philip Randolph, in the process of retiring as head of the Brotherhood of Sleeping Car Porters, said recently the labor and civil rights movements should join in a massive national movement for organizing the unorganized.

"The only remedy for poverty," Randolph said, "is to enable the worker to earn a living wage. This comes through an increase in his bargaining power."

● Chamber Scolded

Ben W. Heineman, a leading member of the U. S. Chamber of Commerce and chairman of the Chicago & North Western Railroad, recently raked the Chamber over the coals for living in the dead past.

Heineman said: "The fact is, the public voice of business is hardly distinguishable from the one that resonated 25, 50, or 100 years ago."

He asserted that American business "still views the demands of the people for social service as the irresponsible clamor of the mob for bread and circuses."

● Law Protects Consumers

Massachusetts recently became the first state to require a retailer to reveal automatically the extra cost of an installment purchase.

The seller, under the statute, must explain to the buyer the added cost of the credit sale both in dollars and in terms of simple, annual interest.

New Jersey also has a law requiring cost disclosure on installment purchases, but the informa-

tion must be supplied only if the purchaser asks for it.

● Heels Go Union

Workers at the Winchester, Va., plant of the O'Sullivan Rubber Corp., maker of shoe heels and related products—scene of a classic union-busting effort in the 1950's—recently voted for union representation.

The National Labor Relations Board election among 505 eligible employees resulted in a count of 325 for the United Auto Workers, 137 against the union, and 6 votes were challenged.

Only a handful of workers remained in the O'Sullivan plant of the hundreds who struck the company in a contract dispute 10 years ago.

● Praise from Dr. Sabin

Dr. Albert Sabin, discoverer of the oral vaccine against polio, praised unionism recently when helping to install new officers of the Cincinnati Labor Council.

He commented that in his travels in foreign lands he had seen vast misery, want and disease among millions of people, and upon return to the United States was struck by the sharp contrast in progress at home.

"What is it that makes the difference?" he asked. "The difference is, undoubtedly, the free American trade union movement, its untiring zeal to move forward and to make living better for America's working families."

● Reaction to Consumers

Apprehensive about the unrest of consumers, the Better Business Bureau of America is instituting a program to "maintain three-way communications between business, government, and consumer groups."

The BBB is establishing offices for consumer affairs. In Washington, D. C., the office will serve as a lobby to keep in touch with federal agencies while ostensibly representing the best interests of both the buyer and the seller.

To try and change the trend of growing consumer belligerence, the BBB also plans to sponsor an annual National Conference on Consumer Affairs, the first to be held in the national capital next year.

● Spy Fad

The idea of spying on your neighbor is developing into a fad in the United States.

For some time now, a few magazines have been advertising so-called patio-type "ears" that can be directed at neighbors to hear their conversations.

Now a Los Angeles firm has developed a tiny rear view mirror that can be installed on eyeglasses so those "interested in undercover rear viewing" can do it.

● False Drug Ads

A third of the nation's major manufacturers of prescription drugs violated federal rules prohibiting false and misleading advertising last year, according to Dr. James L. Goddard, head of the Food and Drug Administration.

He told a House Government Operations subcommittee that drug makers spent between \$600-\$800 million on advertising and promotion of their products.

The approximately 200,000 physicians in the United States were the target of the advertising campaign—an average of close to \$3,000 per doctor.

In 1964, said the federal official, drug companies spent \$2.4 billion manufacturing their products.

● Soup for Some

W. B. Murphy, president of Campbell Soup Co., and head of the Business Council, who complained last February that the country's No. 1 economic problem was high construction wages, announced in late May that:

The Campbell Soup Co.'s profits in the three and nine months periods ending May 1 were records for the company. He said profits for the third fiscal quarter rose 13.1 per cent over the same period a year ago.

Profits for the nine month period were up 7.4 per cent.

● Savings Bonds

Americans hold some \$49 billion in Series E and H savings bonds, according to the Treasury Department's Savings Bonds Division.

The government announced a new higher interest rate of 4.15 per cent will be paid on all Series E and H savings bonds when held to maturity. Outstanding E and H bonds of Dec. 1, 1965, will earn an additional four-tenths of one per cent for their remaining period to maturity.

This is the Silver Anniversary year for the program which was established during World War II.

● Medical Swindles

Seven federal agencies will soon cooperate in an 18-month national study to determine how and why Americans waste up to a billion dollars a year on medical swindles.

The study will be directed by the Food and Drug Administration and is the result of recommendations by the Senate Subcommittee on Aging to combat deceptions affecting the ailing elderly.

The impact of medical quackery, while being the primary concern of the survey, will include various age groups including teenagers.

● New Welfare Rules

The Health, Education and Welfare Department has decided that the home of a welfare recipient is just as much his castle as is the home of his wage-earning counterpart.

In devising a new set of rules to go into effect July 1, 1967, for handling suspected welfare chiselers, HEW ruled out completely traps to catch those suspected of deceiving welfare agencies.

Welfare agents will be specifically forbidden from entering a house by force or searching rooms to collect evidence. Also barred were unannounced visits in the night.

If states fail to comply with the rules, the federal government can cut off its matching welfare funds.

● Stretching the Family Budget

The U.S. Department of Agriculture, in its June, 1966, report to consumers declares:

You can put extra pennies—even dollars—in your pocket if you read the grocery ads and take advantage of the specials. Home economists at the Department recently went shopping to test this theory. They were able to save 25 per cent by shopping the ads of the stores in a single neighborhood. These people are pros, and matching skills with them is a real test. But, the experts say, you should be able to knock off \$1 in \$10 by planning meals around the ads.

● Down on the Farm

It was his first time on a farm, and he wanted to milk a cow. The farmer didn't object because the youngster was there for just that reason—to have fun on the farm, to learn about animals, to get out in the sun, in the fresh air. It wasn't until he asked, "Which faucet do I pull to get chocolate milk?" that the farmer realized how much this small city slicker didn't know about farm life. If your children have never seen a cow, a pig, a lamb—except in books and movies, take them on a farm vacation this summer. For a list of addresses of organizations and state agencies that offer farm vacation directories, send a post card to: Special Reports Division, Office of Information, U.S. Department of Agriculture, Washington, D. C. 20250.

● Tire Laws Enacted

Some 15 states have enacted new laws relating to motor vehicle tires, according to a recent survey by the National Highway Users Conference.

The new statutes authorize studded tires, set tire standards, and regulate the sale and use of retreaded and regrooved tires.

Several measures, meanwhile, are pending in Congress regarding safety standards for vehicle tires sold or shipped in interstate commerce, also to establish distribution and labeling requirements.

WHAT'S NEW?

Magnesium Used in Portable Loading Ramp

For use in either terminal yards or at construction sites is a portable loading ramp made of light-weight magnesium. Offered in 40 standard models, 60 or 70 inches wide and 30 or 36 feet long, the ramp has capacities ranging from 7,000 to 20,000 pounds. Also available on special order are special sizes and capacities up to 100,000 pounds. Two types of decking are offered — the solid, raised-pattern deck suitable for use in areas protected from the weather, and the full open-gate deck that is self-cleaning and offers a serrated top flange assuring safe footing and positive traction in any weather in exposed areas.

Heavy Duty Hinge For Piggyback Trailers

Especially designed for cargo doors on piggyback trailers is a heavy-duty hinge that is built to withstand severe cargo shifting on flatcars and over the road. Measuring 9 inches long by 5 inches wide, it easily compresses heavy gaskets without distortion.

Solid-State Electronic Back-up Warnings

A major manufacturer has just introduced back-up warning alarms in three solid-state electronic models that are designed to eliminate driver error. The units operate automatically the instant the vehicle is placed in reverse gear. Models offered are:

BK-1—In kit form with alarm unit and universal switch for application on most late-model cars and trucks. In 6v and 12v versions, it sounds a constant signal.

BK-2—In kit form with alarm, switch assembly, flasher, fuse assembly, wire and hardware. The 12v unit produces an intermittent signal at 90 beeps per minute.

BK-3—A self-contained, water-resistant, 12v unit with choice of regular or muted tone. It gives an inter-

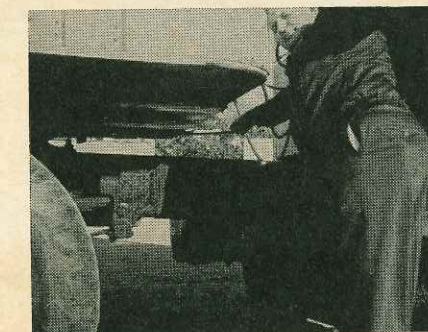
mittent signal of about 90 beeps per minute.

Fifth Wheel Lever Saves Effort, Laundry

The fifth wheel lever is a light, compact tool designed to disengage the trailer from the fifth wheel of large trucks in a safe and efficient manner.



Its use will eliminate the danger of the tractor rolling forward or backward over the driver's feet. In addition to the safety feature of this tool, it eliminates the greasy or oily shirt sleeves that sometimes occur when drivers release the fifth wheel by hand.



The lever is an aluminum tool weighing only two pounds. It requires no instructions to operate and can be easily stored in cab or trailer of the truck.

Front End Parts For Passenger Cars

An assortment of front end parts for passenger cars is now available that includes 22 ball joints and steering stabilizers to solve alignment problems on most popular cars. An added feature of the product is a first aid kit, complete with flashlight.

Body Repair Kit Uses Fiberglass

Fifteen minute repairs to damaged metal or fiberglass-reinforced-plastic surfaces are possible with a fiberglass body repair kit that contains resin-impregnated fiberglass patches and an atomizer bottle of activating mist. The

patch is applied over the damaged area then sprayed with the mist. The result is a permanent structural repair with flexural strength of 50,000 psi, unaffected by weather, water, acids or gasoline. The patches may be piled up or overlapped for extended coverage. After curing, the area may be sanded, then painted without need for a primer coat.

Dry Lubricant Ups Sanding Belt Life

The life of a sanding belt is increased with a new liquid graphite lubricant that comes packaged in 6- and 12-ounce aerosol cans. Sprayed on the backup plate of any metal or wood sanding belt, it reduces friction and wear. Unaffected by temperature extremes, the dry lubricant doesn't drip or pick up lint, dust or dirt. It retards oxidation and is chemically inert.

Records Nozzle Pressure In Abrasive Blasting

A new pressure measuring unit gives accurate readings in abrasive blasting operations. Unit consists of a 2-in.-diameter dial to which a hypodermic needle is attached. Needle is inserted through sand-blast hose into the air and abrasive passage, for instant reading of true air pressure at the nozzle. Although gages on compressor and/or blasting machine may show a high pressure reading, they don't indicate true pressure at the nozzle. If nozzle pressure is low, it reduces efficiency of the blasting operation.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



LAUGH LOAD

Careful Husband

Ned: "What will you do if your wife insists on driving your new car?"

Fred: "I won't stand in her way a second."

Called His Bluff

This ad appeared in the newspaper's classified section one day: "A wallet containing \$75 was picked up near the bank by a gentleman who was recognized by the owner of the wallet. If the money is returned within the week, no action will be taken."

The next day this ad appeared: "If the owner of the wallet who recognized me will call at my house, I will gladly return the \$75."

Skirting the Question

Of those men polled recently, 40% were opposed to the short-short skirt. The remaining 60% were distracted by a pair of passing legs and did not hear the question.

Horning In

It would be the dude's first time on a horse. The foreman asked him if he wanted saddle with or without a horn.

"Horn?" said the dude. "If there is that much traffic on these mountain trails, I don't want to ride at all!"

The Answer is "No!"

Well, doctor, was my operation a success?

Who's a doctor? I'm St. Peter.

Bold Truth

John: Have any of your boyhood hopes been realized?

Tom: Yes, one. When my mother used to comb my hair, I would wish I didn't have any.

Medical Miracle

Judge: So you tried to drive by the officer after he blew his whistle?

Defendant: Your honor, I'm deaf.

Judge: That may be true, but you'll get your hearing in the morning.

Final Word

The sermon seemed to go on and on, interminably. Finally, the minister paused and asked: "What more, my friends, can I possibly say?"

From the rear of the congregation came a voice: "Amen!"

The Greatest Love

The Love of a beautiful maid,
The Love of a staunch, true man,
The Love of a baby unafraid
Has existed since time began
But the greatest Love . . . The Love of
all Loves . . .

Even greater than that of a mother . . .
Is the tender, infinite, passionate Love
Of one drunken bum for another!

Toeing the Line

From the time an infant tries to get his toes in his mouth, life is a continual struggle to make both ends meet.

Junior Partner

"Your bill is outrageous" the accident victim complained to his lawyer. "You are taking three-fifths of my damages. Why, I never heard of such extortion."

"Well, I furnished the skill, the eloquence and the necessary legal learning for your case," replied the lawyer calmly.

"Yeah," agreed the client, "but I furnished the case itself."

"So what?" retorted the lawyer. "Anybody could fall down a coal chute."

Lean on Fatties

"Fat men are usually very trustworthy," said one employer to another. "Why is that?"

"Oh, they find it difficult to stoop to anything low!"

Status Quo

"Why so sad?" a typist asked her friend.

"I got engaged yesterday," sighed the girl.

"That ought not to make you sad," said the typist.

"It was the 13th time."

The Real Word

A young businessman returned home tired from a hard day at the office to find his two children rushing madly about the house. He gave them both a scolding and sent them to bed as soon as possible. The next morning he found this note pinned to his bedroom door: "Be good to your children and they will be good to you. Yours truly, God."

How's That?

"The weaker sex is the stronger sex—because of the weakness of the stronger sex for the weaker sex!"

Quite a Card!

Timid soul: One who lives in fear of bending or breaking an IBM card.

His Weakness

Foreman's Wife, at breakfast: "It looks like rain."

Foreman: "Yeah, but it smells like coffee, anyway."

Disappearing Act

Money doesn't talk these days. It goes without saying.

So it Seems

Worried Wife: "You've just got to cut down on the drinking, Sam. Five doctors have told you it's bad for you . . . and they ought to know."

Happy-go-lucky Hubby: "Yeah, but DO they know? You see a lot more old drunks than old doctors!"

Grounds for Divorce

"But darling, what happened?" the wife asked. "Before we were married, you told me you worshipped the ground I walked on."

"Yeah. I thought your old man owned the property."

The International Teamster

FIFTY YEARS AGO

in Our Magazine



Vol. XIII

(From the July, 1916, issue of the TEAMSTER)

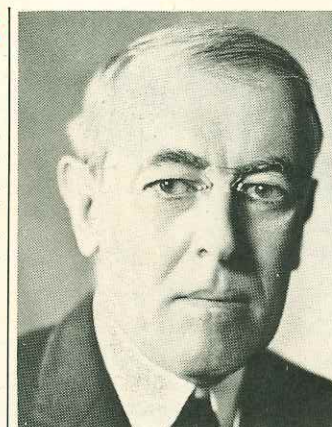
Number 7

Poor Pay in Garment Industry is Scored

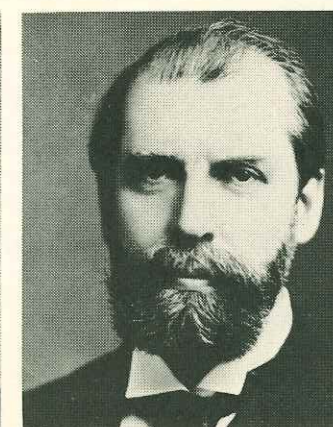
Every man, woman and girl worker of the 60,000 employed in the cloak and skirt division of the garment trade in New York is necessary to the manufacturers during the two busy periods or seasons of the year. Yet the average length of time in which these workers are given employment is twenty-four weeks, less than one-half of the year. The average rate of wages for the men during the whole year is only \$11 a week, because of their long periods of unemployment. The average for women workers, who constitute about 20 per cent of those employed, is around \$6. At least three-fourths of the men workers are married and have an average of six people to support. The result is that during slack seasons and seasons of no work at all, they must borrow money or live on credit.—Industrial Relations Committee.

CORRESPONDENCE

We had a letter the other day from Brother C. H. Wells who informs the General Office that their strike is settled. They went out on strike May 18, 1916 and went back to work June 1, 1916. They sent their agreement, which was approved, the 8th day of May, 1916. They then presented it to the employers and asked them to meet us at the hall May 10, but no one showed up. "Then we appointed a committee to see them again and asked them to meet us the 16th of May," Wells wrote. "They again refused to meet us. We then had a meeting and called a strike for the 18th of May. We were out two weeks, but we gained our point. Mr. George F. Golden was our organizer and provided excellent guidance.



President Woodrow Wilson



Gov. Charles Hughes

Wilson vs. Hughes in Nov.

The Republican and Democratic conventions are over and the nominees have been chosen by both parties. At the head of the Republican ticket is Mr. Hughes, formerly Governor of New York, and Mr. Fairbanks of Indiana. As far as labor is concerned, we can say nothing in their favor. Mr. Hughes, while Governor of New York, never amounted to very much as far as doing anything for the working people. Mr. Fairbanks is the worst icicle towards trade unionism that the country has had in public life for the last twenty years. While serving as Vice-President he was always known as one of the old-time Republican leaders, associated with Joe Cannon, Jim Watson and others, who belong to the Manufacturers' Association crowd. The platform of the Republican party hardly mentions a word about labor. While the Democratic platform is not very strong, or as strong as we should like to have it, we have hopes that the Democrats, if returned to office, will do much more for us than the Republicans. The old radical element in the Republican party, who were responsible for the split in that party, ran the convention and chose the nominees. We were very much pleased to notice that at the Democratic convention, Mr. Bryan, one of the greatest political orators of the day, declared himself openly in favor of the nominees and pledged himself to support them. There is at least harmony and peace in the Democratic family, if it is going to do any good. Sometimes we cannot understand how a man such as Mr. Wilson, who has done so much good for the country, can possibly be defeated, but great men and great causes sometimes suffer unjustly, and the acts of great men are sometimes not recognized until years after they have passed away. No matter what you are politically, put your shoulder to the wheel and try to save us from the claws of the old Republican gang who seem to be determined to get into office. Personally and socially many of those men are splendid characters, but politically and from a business standpoint they are the enemies of labor. We are duty bound to advise you in time as to just how the situation looks to us, and all we can say to you is to put your shoulder to the wheel and do your duty, because we are bound to go backward into the old rut if the Republican ticket is returned next November.

Tips on How to Change A Balky Horse's Mind

In an article in Our Dumb Animals, Alfred H. Pope says the balky horse is not to be cured by beating and abuse. When a horse makes up his mind to balk, he has no room in his mind for anything else.

With a single idea in his head, it was reasoned that the best way to get the horse to move was to give him another idea—something else to think about. The trainer then remembered that horses and mules resent interference with their liberty to move their ears at will. It was noticed that a horse never changes his course of action without moving his ears. It was then found that when a horse balked it annoyed him to have one ear pushed under the crown of the bridle so that he could not move it. And it was also found that if the ear was left there for about twenty minutes he was so annoyed that he forgot about his determination to balk. After a few minutes the ear was released and he went on as if he had forgot all about balking.

RAILROADS WANT U.S. MONEY BUT NO ADVICE

They tell you that the government cannot run a railroad as efficiently as a private corporation. But you will notice when a railroad is about to drown in its watered stocks and bonds, it appeals to the government for help.

When the government can take (as it often does) a bankrupt railroad, with its rolling stock about ready for the junk pile and its roadbed rotten and unsafe, and in a short time put it in fairly good condition, it certainly proves that the statement that public management is not as efficient as private management is not well founded.

"Your Letters Can Help . . ." **PROMOTE HIGHWAY SAFETY**

Write to your Congressman and Senators today. Urge them to work for passage of a highway safety measure along the lines outlined before Congress by Teamster General President James R. Hoffa.

Insist on:

- 1.** Mandatory safety standards for vehicles.
- 2.** Adequate inspection by a government agency to insure that trucks are safety factors on the highway.
- 3.** Older vehicles being proved safe or removed from the highway.

Make highway safety your business. Write your Congressman and Senators today.

